

(e) In the event of an accident or occurrence that requires the immediate notification of the National Transportation Safety Board under 49 CFR part 830 of its regulations and that results in termination of the flight, the certificate holder shall remove the recording media from the aircraft and keep the recorded data required by paragraphs (a) and (b) of this section for at least 60 days or for a longer period upon request of the Board or the Administrator.

(f) Each flight recorder required by this section must be installed in accordance with the requirements of § 23.1459, 25.1459, 27.1459, or 29.1459, as appropriate, of this chapter. The correlation required by paragraph (c) of § 23.1459, 25.1459, 27.1459, or 29.1459, as appropriate, of this chapter need be established only on one aircraft of a group of aircraft:

(1) That are of the same type;
 (2) On which the flight recorder models and their installations are the same; and

(3) On which there are no differences in the type design with respect to the installation of the first pilot's instruments associated with the flight recorder. The most recent instrument calibration, including the recording medium from which this calibration is derived, and the recorder correlation must be retained by the certificate holder.

(g) Each flight recorder required by this section that records the data specified in paragraphs (a) and (b) of this section must have an approved device to assist in locating that recorder under water.

[Doc. No. 25530, 53 FR 26151, July 11, 1988]

§ 135.153 Ground proximity warning system.

(a) Except as provided in paragraph (b) of this section, no person may operate a turbine-powered airplane having a passenger seating configuration, excluding any pilot seat, of 10 seats or more, unless it is equipped with an approved ground proximity warning system.

(b) Any airplane equipped before April 20, 1992 with an alternative system that conveys warnings of excessive closure rates with the terrain and any

deviations below glide slope by visual and audible means may continue to be operated with that system until April 20, 1996, provided that—

(1) The system must have been approved by the Administrator;

(2) The system must have a means of alerting the pilot when a malfunction occurs in the system; and

(3) Procedures must have been established by the certificate holder to ensure that the performance of the system can be appropriately monitored.

(c) For a system required by this section, the Airplane Flight Manual shall contain—

(1) Appropriate procedures for—

(i) The use of the equipment;
 (ii) Proper flight crew action with respect to the equipment; and

(iii) Deactivation for planned abnormal and emergency conditions; and

(2) An outline of all input sources that must be operating.

(d) No person may deactivate a system required by this section except under procedures in the Airplane Flight Manual.

(e) Whenever a system required by this section is deactivated, an entry shall be made in the airplane maintenance record that includes the date and time of deactivation.

[Doc. No. 26202, 57 FR 9951, Mar. 20, 1992, as amended by Amdt. 135-60, 61 FR 2616, Jan. 26, 1996]

§ 135.155 Fire extinguishers: Passenger-carrying aircraft.

No person may operate an aircraft carrying passengers unless it is equipped with hand fire extinguishers of an approved type for use in crew and passenger compartments as follows—

(a) The type and quantity of extinguishing agent must be suitable for the kinds of fires likely to occur;

(b) At least one hand fire extinguisher must be provided and conveniently located on the flight deck for use by the flight crew; and

(c) At least one hand fire extinguisher must be conveniently located in the passenger compartment of each aircraft having a passenger seating configuration, excluding any pilot seat, of at least 10 seats but less than 31 seats.